

RATTLE OF THE RAILS

What Is Going on Among the Railroad People of Montana.

SOME CHANGES TO BE MADE

Rumors that Divisions of the Northern Pacific Are to Be Consolidated—Movements of Trainmen.

BUTTE, May 15.—Matters in the local railway field have been decidedly quiet during the last week and the only subject of interest is the probable changes that may be made in the general offices of the Union Pacific by President Clark. It is generally conceded that Ed Dickinson will be promoted to the general management, but who is to succeed him as general superintendent is a question of doubt. The resignation of W. W. Finley as chairman of the Western Traffic association has caused a belief to arise that he has been tendered the position of general traffic manager of the company, while on the other hand there are those who think that J. A. Monroe will be the man. Monroe is now general freight agent of the system and a few years ago was assistant traffic manager. He is conceded to be one of the best traffic men in the West, and on account of his long connection with the company is believed to have the "bulge" on any outsider.

Although no official notice to that effect has yet been received, the local roads will undoubtedly make the customary reduction in rates for the forthcoming racing events. A rate of one and one-fifth fare for round trips will probably be made to passengers, while horses will be returned free.

The cut in wool rates has stirred up no end of trouble between the roads east of the Mississippi, and a great deal of talk of decapitation is heard. From Chicago comes the rumor that President Perkins of the Burlington would refuse to dismiss from service General Freight Agent Miller or any other traffic official interested in the alleged cut in wool rates, of which some of the officials stand accused by other lines. If the rumor should prove correct, what a disruption of traffic associations will follow.

For operating purposes the Great Northern has been divided. The eastern division includes all lines east of Minot, General Superintendent Chase remaining in charge. The western division embraces all lines and branches from Minot to Great Falls and west to Pacific Junction, and will be in charge of General Superintendent Shields, late of the Maple Leaf, with headquarters, after June 1, at Spokane. E. B. Wakeman has been promoted to the position of superintendent of transportation.

An abundance of reduced rates may soon be in effect despite the uniform policy of the presidents in declining to authorize appealing members to meet alleged concessions. The Rock Island, some six weeks ago, gave the required ninety days' notice that it would meet Union Pacific cuts on bullion from Denver to the Missouri river, and two weeks ago announced its intention to reduce about 50 per cent. all class rates between Chicago and Colorado points. The Santa Fe has not only filed notice that it would reduce immigrant rates to the Pacific coast, but also Knights Templars to Denver in August.

FROM LIVINGSTON.

Doings on the Yellowstone Division of the Northern Pacific.

LIVINGSTON, May 15.—Engineer Gillman, who has charge of the switch engine at Bozeman, is spending a few days with the railroad boys in this city.

Engineer Eskridge of the Butte branch came over this week to place his engine in the shops for repairs.

The engine on No. 4 was disabled a few miles west of Livingston Monday evening, the train being brought in by a hog.

Engineer H. H. Ross, who is counted one of the two best engineers on the Northern Pacific, is over from Helena visiting with the railroad men.

"Skew" Johnson of Miles City was in the city Monday the guest of Superintendent Finn.

The Golden Gate special came in from the west at 9 a. m., Monday, having been brought over from Helena by Conductor Loosly and Engineer Dempsey. After a short stop at this place it pulled out for the east with Engineer Liel pulling the throttle and Conductor O'Brien running the train. The train crew accompanied it as far east as Glendive, returning Wednesday morning on No. 1.

Conductors Loosly and Laughlin, who have made their headquarters in Livingston since the change in the Montana and Yellowstone divisions, are now running so that they reach Livingston at 2 a. m. and return to Helena at 2 p. m. the same morning.

Joe Wood, the alfalfa engineer of the Yellowstone division, is figuring on an exhibition which will be second only to the world's fair, Joe states that Sioux City has had her corn palace and St. Paul its ice palace, but that the engineers and trainmen of the Yellowstone division propose to have an alfalfa palace that will far eclipse either of the former two. He says that arrangements are being made to construct the palace at Forsyth as soon as the alfalfa on the lower Yellowstone is harvested and the committee expect to open it with the grandest eclat.

The engineers in Livingston were surprised and shocked this week to hear of the illness of "Puss" Hanscum, one of the well-known engineers on the Butte branch whom Joe Wood has named the "Ocean Toad." A few weeks ago Joe shed his hirsute appendages and carefully preserving the same forwarded them to Puss at Bozeman. In a few days he received a letter acknowledging the receipt of the same accompanied by an invitation to come to Butte and accompany Puss to see Ole Olson. Joe went over, but now regrets the trip. He says that during the first part of the play Puss behaved like a gentleman, but as soon as Ole made his appearance and fired off a few syllables of broken Swede Puss let an alfalfa roar out of him that set the whole house in an uproar and came near stopping the play for a few minutes. Joe tried to induce his friend to leave the house, but Puss was dead stuck on Ole and continued to laugh until he was taken sick and only for the careful nursing of Wood might have reported for orders at the other end of the division extending from the present to the hereafter.

The transfer of Superintendent Ramsey from the Rocky Mountain division to the

Seattle, Lake Shore & Eastern has occasioned considerable comment among the railway employees at this point, and has given rise to rumors which, if true, will result in a big change in the Northern Pacific divisions. Superintendent Ramsey is well known by many of the employees here and all of them speak in the highest terms of him and regret his removal. The rumored change which is expected to materialize shortly is as follows: The Missouri and Idaho divisions are to be done away with in the following manner: The east end of the Missouri division is to be annexed to the Dakota division and the west end to the Yellowstone division. The Yellowstone division, extending from Dickinson to Billings, will be placed in charge of Superintendent J. E. Phalen, who now has charge of the Missouri, and Superintendent Dorsey of the Yellowstone division is to be transferred to Duluth where he will take charge of the Northern Pacific docks. The territory between Livingston and Billings, now embraced in the Yellowstone division, will be referred back to the Montana from which it was originally taken, and the east end of the Rocky Mountain, from Helena to Missoula, will also be added to the Montana, giving Superintendent Finn the territory from Billings to Missoula. The Rocky Mountain division will then be extended west from Missoula far enough to absorb the Idaho division. It is stated that Superintendent Phalen has already made an inspection of the route between Dickinson and Billings and that Superintendent Finn has also been over the route between this city and Missoula. If this change is made it will give Superintendent Finn the Rocky Fork, Park and Butte branches, and will also add the route from Helena to Missoula to what was formerly the largest division on the Northern Pacific. The change in divisions would also make a change with the trainmen. Under the present arrangements the trainmen, on the passengers, run between this city and Glendive on the Yellowstone division, and between Livingston and Helena and Livingston and Butte on the Montana. Under the new arrangement those who are running from Livingston to Glendive would have the run from Dickinson to Billings and the others from Billings to Missoula and Billings to Butte. This would also do away with the passenger division at Livingston and would place it as before, the end of a freight division. These reports have not been verified, but the railway employees are confident that the removal of Superintendent Ramsey is only the starter of a big change which is figured out as given above.

AT GREAT FALLS.

Doings Among the Employees of the Great Northern and the Canadian Line.

GREAT FALLS, May 15.—Very little has hitherto been said of the railroads and railroaders in and about Great Falls. In view of the fact that the railroads have figured as an important factor in the development of Great Falls and bringing it to the front as the metropolis of Montana, it is only fair that the men who operate them should receive their share of recognition, and it is the object of this article, therefore, to fish out a few of the prominent officials from the lake of obscurity into which they have inadvertently fallen and give them a little airing.

At the Great Northern Patrick Kelly is general agent, whose popularity and genial disposition is too well known to need further comment. J. A. Mayer, superintendent of the Montana division, has won the lasting esteem of the men in his jurisdiction by the just and impartial methods with which he conducts his division. H. J. Miel, his chief clerk, performs the "please note" act in the thorough and business-like manner for which he is noted.

J. H. Mayer manages the telegraph at the union depot, with Miss Nellie Solsted and G. J. Rogers as assistants; while A. A. McDonnell looks after that department in General Yardmaster Hill's office, in connection with other freight duties. Mr. McDonnell is a young man of bright promise, upholding the dignity of his position with credit to himself and satisfaction to his employers. He is a success socially, being the "Ward McAlister" of the west side 100, and is destined at no late date to become a fixed star in the telegraphic firmament of the Montana division. J. B. Butler, late of the C. S. P. & M. O. R. Y., at Duluth, Minn., manipulates the subtle electric at the west side office. W. G. Irwin, the popular and noted athlete, holds the position of cashier in the freight office. W. M. Biggs, Miss Ludwig, A. L. Hunt, Messrs. McDonald, Phillips, Martin and Loftus share P. Kelly's office as clerks. Mr. Miller and Miss King holding similar positions in the superintendent's office.

The mechanical department is represented by J. R. Van Cleave, division master mechanic, E. W. Wright, general car foreman, and G. H. Webster as engine foreman. E. L. White officiates as chief clerk for P. E. Dean and A. Brown, roadmaster and master carpenter respectively.

At the Great Falls & Canadian railway J. B. Rogers officiates as general agent, with Fred Allan as bill clerk. C. P. Fowler, secretary and treasurer of the company, looks after the auditing and telegraph departments.

Jerry Flannigan, conductor on Nos. 3 and 4, has been called east by the sad intelligence of the death of his sister. E. A. Logan has been promoted to passenger conductor and has taken charge of Mr. Flannigan's run during that gentleman's absence.

Conductor Stevens of the Montana Central has returned from an extended trip in the East and resumed his run on numbers 3 and 4.

James Basford, engineer on the passenger between Great Falls and Havre, is taking a few weeks' vacation. Engineer Wilkinson takes his run.

CALLS BY THE CALL-BOY.

What Is Going On Among the Boys on the Rocky Mountain Division.

MISSOULA, May 15.—Twelve carloads of Presbyterians bound for the general assembly at Portland, are expected to go through the city about 6 o'clock tomorrow morning. They are stopping at the Broadwater today.

Superintendent Brinson went to Helena on Friday and returned on Saturday.

Conductor P. H. Lovell of Hope was called to St. Paul on Saturday by the illness of his family.

Conductor "Lord" Gowing was in from Hope visiting friends on Friday.

Conductor Jerry Sires has been transferred from the Bitter Root run to the Marysville run to take the place of Conductor Fuller. Conductor Al Holbert takes the Bitter Root run, and Conductor Tom Collins takes Holbert's run on Nos. 3 and 4 between here and Butte.

Brakeman Scott, formerly running on

Wallace hill, has returned with his wife from a trip to Denver.

Conductor Joe Clark is laying off.

Many of the residents of the Bitter Root valley express a desire that the time of the Bitter Root train should be changed so that the train would leave here in the morning and return in the evening instead of leaving here in the afternoon and returning the next forenoon.

Conductor Holbert says that scarcely out of 10 who come down the valley returns the same day. If a man comes down here at 11 a. m., and finishes his business by evening, he must wait 'till 3:30 p. m. the next day to go home. It would certainly be much more convenient for people in the rest of the state, who have business in the valley, if the time were changed. Now a man arrives from Butte, Helena or Anaconda early in the morning and is obliged to remain 'till 3:30 that afternoon, or arrives in the evening and has to wait till the next afternoon. He arrives at Hamilton or Grantsdale in the evening and has to leave early the next morning or remain till the following morning. The road reaches Missoula at 11 a. m. and has to remain 'till 5:30 p. m. before he can go east. If the train left here in the morning shortly after the arrival of No. 3, he could go up the valley, transact his business, return in the afternoon, and reach Butte or Helena about 10 o'clock that night, thus doing in one day what now requires two or perhaps three days.

PAID TO MARRY HER.

Mrs. Epstein Regrets the Contract and Now Wants a Divorce.

NEWARK, N. J., May 15.—Harry Epstein, the proprietor of a gentlemen's furnishing store here, is a defendant in the New Jersey court of chancery in a suit for absolute divorce. He married Rosalie Levy five years ago, and according to his story it was purely a financial transaction. She declares she promised to pay him \$3,000 if he would marry her. He admits that she paid him \$983 on account. She admits having given him that amount immediately after the union, but denies that she bought him.

Mrs. Epstein alleges that four weeks after the union he began to treat her brutally. He punched and slapped her. When she was in delicate health he squeezed her between a door and wall and then kicked her. The injuries inflicted were almost fatal. Epstein was a widower. His first wife's name was Bertie. While the complaint was thought to be dying she alleged he taunted her. On one occasion he pointed to some scratches on the forehead of the bed and gleefully remarked: "These scratches were made by my wife Bertie on her death-bed. You will soon make scratches like them and die." She left him, but was persuaded to return. He again treated her cruelly, and she quit his home in 1888. She alleges that he is worth \$15,000.

In his answer Epstein set forth the marriage contract and her default. He denied the accusations and declared he had been a kind and loving husband, but that she had a violent temper, and a few days after the marriage, threw her wedding ring on the floor and angrily shouted that she regretted she had not married the other man to whom she was engaged. He claimed he was worth only \$2,000. She asked for an allowance of \$20 alimony each week. The court ordered that it be \$5 and allowed her counsel \$30 for fees.

Bozeman Real Estate.

Parties desiring to invest in the coming capital of Montana are requested to write or call on us before purchasing elsewhere. We handle Capital Hill, West Park and Spring Brook additions to Bozeman, besides some first-class properties on Main street.

A. J. REEVES, Agent, Rooms 43 and 44 Owsley Block, Butte, R. R. FINLAY, Mgr., Bozeman.

Montana Union Railway Co. Commutation tickets, limited to 30 days from date of sale, good for \$2 trips between Butte and Anaconda, \$5.

S. B. CALDERHEAD.

For Rent.

Fine suit of elegantly furnished rooms. W. D. Fenner, 409 West Broadway, Butte.

Cameron employs new manufacturing jewelers than any house in the state at 40 West Park.

List your bargains in real estate with Morgan Bros' real estate loans, insurance

J. Wey Merrill, attorney and notary, 217 North Main street, Butte City, Mont.

Diseases of women treated by Dr. Norcross, new Owsley block.

Royal Arcanum charms. "Leys."

All ladies desiring fashionable dress-making and a perfect fit call on Mrs. Mason, room 33 upper floor, Cobban house, East Broadway.

Only first-class stock in wines, liquors and cigars at McCormick & Hughes.

Dr. C. V. Norcross has moved his office to the new Owsley block.

If you want your demijohn filled go to McCormick & Hughes.

Masonic pins and charms. "Leys."

LEYS, THE JEWELER.

USEFUL AND ORNAMENTAL.

Some things are useful and not ornamental. Other things are ornamental and not useful. When both qualities are united it's a happy combination, and they are most happily combined in our beautiful hair ornaments. They are useful enough to be absolutely necessary, and they're so ornamental that they can't very well be dispensed with by those to whom personal adornment is a matter of any consequence at all. Call and inspect our stock. All the latest novelties in the market. Also our famous Souvenir Spoons from photos. The finest in the West.

LEYS, THE JEWELER

Owsley Block.

IN EASTERN MONTANA

Bad Weather Results in Heavy Losses to Wool Growers.

THE BOULDER MINING CAMP

It is Replete With Great Promise—A Horse Thief Sentenced at Billings—Social and Personal.

Special Correspondence of the Standard.

BIG TIMBER, May 14.—The weather has, for the past 10 days, been as bad as weather could be. The sheep men in this vicinity have lost at least 25 per cent. of the lambs. Of course they hope during the remainder of the month that the sun will shine, and if it does, the losses of the last two weeks will not affect the general result very much.

The Boulder mining camp which is about forty miles from this town, is attracting a great deal of attention. It is a free milling gold camp and from shafts and tunnels already sunk it is a deep camp. The ore gets better the greater the depth and in no case, as yet, has the ore proved base after going down from one hundred to two hundred feet.

The bridge across the Boulder river at the second crossing has been finished. It cost nearly \$2,000. The citizens of this town and ranchers on the Boulder river contributed \$1,000 in cash. Park county will pay the other \$1,000.

The people of Big Timber have contributed more than \$5,000 in the last two years to public improvements. If there is another town in the United States, or in world for that matter, with a population of 500 people which can beat this showing, I will go there and live.

A. N. Hawley arrived from Nebraska this week. Mr. Hawley will put in an electric plant on the Boulder river and will furnish power for the mills in the Boulder camp.

George M. Hatch returned from Missoula Tuesday evening. He represented this portion of Park county at the republican convention.

Z. H. Daniels, deputy assessor, was assessing the residents of this town the first of the week. Mr. Daniels says the people here seem disposed to do the right thing in returning their property.

Among the arrivals this week was a family of six, four men and two women, directly from Norway. They were en route to the cattle country.

John E. Harbison, our J. P., assessed fines and received the cash to the amount of \$50 this week.

Big Timber lodge, A. O. U. W., No. 59 which was instituted about two weeks ago, is in a thriving condition. Three applications for membership were made at its first regular meeting.

The STANDARDS are to be delivered in Big Timber after the arrival of No. 4 hereafter. This will beat all the other dailies in Montana at least 12 hours.

BILLINGS NOTES.

Armour, the Horse Thief, Sentenced—Personal and Otherwise.

Special Correspondence of the Standard.

BILLINGS, May 15.—The horse thief, J. B. Armour, had his trial this week, and the jury on Wednesday brought in a verdict of guilty and fixed the penalty at 10 years in state prison and \$500 fine. It was moved that defendant shipped at Red Lodge a carload of horses belonging to Fred Hesse of Wyoming, and sold them in Dakota. As Yellowstone county is one of the few counties where the conviction of a horse thief on clear evidence is possible, the case was tried here instead of in Wyoming. Armour is the prisoner who attempted to break jail, but was so cleverly stopped by the sheriff's wife and daughter a short time ago. He is being closely guarded now.

Fred H. Lee, formerly county clerk of Yellowstone, is here from St. John, Mich., and will probably locate in Billings.

Dr. Chapple, our popular physician, starts this week to take a post graduate course in New York. He will attend the annual meeting of the National Association of Railway Surgeons to be held this month at Old Point Comfort. Mrs. Chapple and their little daughter will accompany him.

Mr. and Mrs. Paul Breteche are in from Mr. Breteche's cattle ranch in Wyoming. Mrs. J. D. Matheson is visiting friends in Bozeman.

Mrs. Clarence F. Durbin has returned from Oregon.

Mrs. W. B. Chrysler has returned from a visit in the East.

The home of Mr. and Mrs. Birely is gladdened by the arrival of a daughter, born Tuesday.

Notice of Stockholders' Meeting.

The regular annual meeting of the stockholders of the Anaconda Mining company will be held at the office of the company, rooms 1 and 3, Chambers' block, at Butte City, Mont., Tuesday, May 17, 1892, at 2 o'clock p. m. F. E. SARGENT, Secretary.

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KNOX, Miller, Christy, HATS.

Are now showing all the leading N. Y. Spring Shapes.

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Our Watch Stock is something enormous. In our show case alone we have 242 watches. Then there is our window display of them and a reserve stock in the safe. We don't confine you to one kind or make of movement or one pattern or weight of case. We can show you till you are tired of looking and then probably you will not have seen half of them. In addition to the standard American makes, we carry high grade imported goods with Observatory rating for time. Can we show you?

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The Only Square and Crowded House in the City. Two entrances from Wyoming Street for Private Parties.

Vocal and Instrumental Concert Every Evening. Strangers visiting this resort are always treated courteously. The Clipper Shades has the largest transient and local trade of any house in the Western Country.

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CARL GAIL, President.

E. BUMILLER, V. P. and Treas.

H. UNZICKER, G. M. and Sec'y.

M. UNZICKER, Western Representative.

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Mining and Milling Machinery.

Gold Mills, Wet and Dry Crushing Silver Mills, Smelting, Concentrating, Leaching, Chlorinating, Hoisting and Pumping Plants of any capacity. Tramways, Corliss Engines, Compound Engines, Boilers, Cars, Cages, Skips, Ore and Water Buckets, Wheels and Axles, and all kinds of

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This hotel will be run on the European plan, in a strictly first-class manner. Rooms light, newly papered, painted and furnished throughout. Every convenience for the comfort of guests. Rates liberal. Now open under the management of

An Excellent Restaurant Run in Connection.

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A. WEHL'S ARMORY,
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Wholesale and Retail Dealers in

Guns, Rifles, Revolvers,
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Base Ball, Lawn Tennis, Gymnasium and Athletic Goods.



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GLOVERS' DOG REMEDIES.

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JOHN MAGUIRE, PROPRIETOR AND MANAGER.

Three Nights and Wednesday Matinee!

Commencing

Monday, May 16.

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Presenting the Picturesque Irish Drama,

"The Ivy Leaf."

A tribute to the worth and dignity of Irish Character.

A Grand Scenic Production. Introducing a Carload of Scenery. The best Irish Reel and Jig Dancers in America. A Genuine Irish Piper.

See the Eagle's Flight. An Eagle Carries a Live Child in its Talons.

Hear the Famous Ivy Leaf Quartet in Choice Selections of Irish Melodies.

Scale of Prices—Gallery, 50 cents; Parquette and Circle \$1. Seats on sale at Calkins' on Friday morning.

A. K. Eveleth, H. C. Carney, C. H. Hall.

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